INITIAL STUDY

FOR IMPROVEMENTS OUTLINED
WITHIN THE
CHINO AIRPORT MASTER PLAN

CHINO, CA

Prepared By
COFFMAN ASSOCIATES, INC.

July 2003

SAN BERNARDINO COUNTY
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

I. Project Label:

APN: **1026-072-030000***
Applicant: San Bernardino County Airports
Proposal: Chino Airport Master Plan
Community: Chino
Location: NE Corner of Euclid and Kimball Avenues
JCS/INDX: W71-149N
REP('S) Staff: Bill Ingraham

USGS Quad: **Corona Quadrangle**

T,R,Section: **T4S, R5E**

Thomas Bros: **maps 681, 642**

Planning Area: **Chino Sphere**

OLUD: **N/A**

Improvement Level: **N/A**

PROJECT DESCRIPTION:

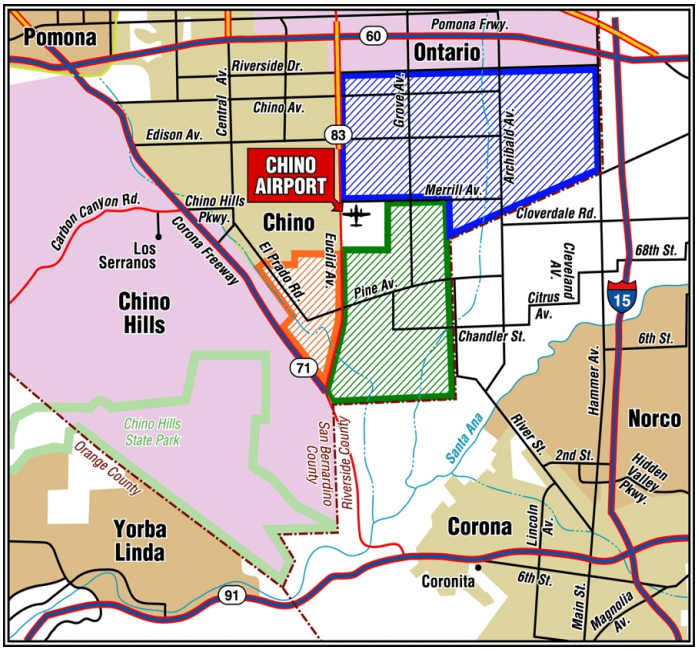
1. Project title: **Chino Master Plan-Initial Study**

2. Lead agency name and address:
County of San Bernardino
Department of Airports
825 E. Third St., Room 203
San Bernardino, CA 92415-0831

3. Contact person and phone number:
Bill Ingraham
(909) 387-7806

4. Project location: **Chino Airport,**
Chino, California

5. Project sponsor's name and address:
County of San Bernardino
Department of Airports
825 E. Third St., Room 203
San Bernardino, CA 92415-0831



6. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.):

The County of San Bernardino, California is currently preparing an Airport Master Plan for the Chino Airport located in the City of Chino, California. This plan defines the airport's role over the next twenty years and identifies future facility needs to support this role and meet projected demand.

This Initial Study Checklist Form was prepared to address the potential environmental impacts associated with the implementation of the recommendations of the Airport Master Plan and associated Land Use Plan for Chino Airport.

The Chino Airport is located approximately 4 miles southeast of the center of the City of Chino and 7 miles south of the City of Ontario and sits at an elevation of 650 feet. The City of Chino is located in the southwest corner of San Bernardino County.

A Final Environmental Impact Report for the 1986 Chino Airport Master Plan Update and General Plan Amendment (1988 EIR) was completed in September 1988. This EIR addressed the potential impacts of the recommendations of the previous Master Plan including: land acquisition, construction of a new parallel runway, extension of one of the existing runways, development of additional general aviation uses, aviation commercial uses, airport commercial uses, airport commercial land uses, and infrastructure improvements.

The 2002 Chino Airport Master Plan contains some development projects that are very similar to those projects analyzed within the 1988 EIR. One major difference between the 1986 and current Airport Master Plan is the proposed extension of Runway 8R-26L and property purchase for RPZ protection. Other differences in the documents relate to the layout of the proposed projects. As presented in the 1988 EIR, commercial parcels were proposed on the south side of Airport property and hangar development was proposed to the north. This development was not undertaken. In the current Master Plan, commercial parcels are now proposed on the north side of Airport property and hangar development is proposed to the south. The amount of proposed commercial and hangar development remains consistent between the two plans.

The overlapping of proposed projects between the two plans is common in airport planning as most projects are demand based; thus, some projects were not initiated because demand did not warrant them at the time. As part of the current Master Plan, projects which were analyzed and approved in the previous Master Plan and EIR, but not undertaken, were re-evaluated. Since some of the projects proposed within the current Master Plan were evaluated within the 1988 EIR, an impact comparison between the two documents is provided within the impact categories to clarify the similarities of the proposed projects.

The current Master Plan for Chino Airport is being updated and revised to reflect this Initial Study Environmental Checklist Form and its consistency with the 1988 EIR. Consistent with the previous master plan, this Master Plan continues the development of general aviation uses, aviation commercial uses, and airport commercial land uses at the Chino Airport. Additionally, this Master Plan calls for continued infrastructure improvements to support these uses.

The current Chino Airport Master Plan proposes a number of physical improvements to Chino Airport as depicted on Exhibit 1. The purpose of this plan is to establish an internal land use plan to support the development of general aviation uses, aviation commercial uses, and airport commercial land uses on Chino Airport property. The Master Plan is a conceptual plan. These improvements are depicted on Exhibit 1:

1. Extend Runway 8L-26R 662 feet east;
2. Acquire approximately 65 acres of land fee simple and a 30-acre easement to meet Federal Aviation Administration (FAA) standards for the Runway Protection Zone (RPZ);
3. Relocate the Instrument Landing System (ILS) from Runway 26R to 26L;
4. Develop new taxiways; and
5. Develop new apron building, roadways, and automobile parking;

RUNWAY EXTENSION

The extension of Runway 8L-26R will allow the runway to be used by a greater number of business turboprop and turbojet aircraft. This will enhance airfield capacity by allowing the runway to be used by more aircraft, which now must use only Runway 8R- 26L (especially during the warm summer months when runway length requirements are greatest). The extension of Runway 8L-26R by 662 feet to the east will allow the runway to serve aircraft that are currently restricted to the use of only Runway 8R-26L and allow for simultaneous operations on the parallel runways. Many of the turbojet aircraft that utilize the Airport require a longer runway for takeoff and landing, especially during the warm summer months when longer runway lengths are needed. By allowing for simultaneous operations, more aircraft landings can be accomplished, which reduces delay and subsequent fuel use and air pollutants.

The planned runway extension is not being undertaken to increase the capacity of the Airport, nor is it being completed to change the current fleet mix. Operational levels would remain the same regardless of the proposed improvements.

PROPERTY ACQUISITION

The acquisition of approximately 54 acres of land beyond the Runway 26L end is needed to comply with FAA RPZ standards. FAA standards strongly recommend that the RPZ be controlled by the Airport to ensure that these areas are kept clear of objects that could be hazardous to aircraft operations. The acquisition of approximately three acres beyond the Runway 3 end and approximately eight acres beyond the Runway 21 end are also proposed to meet RPZ standards. The acquisition of an aviation easement covering approximately 30 acres of land to the west of the Airport, on property owned by the State of California, will provide the needed protection of the RPZ while allowing the State of California to continue to own the land.

INSTALLATION OF RUNWAY END IDENTIFICATION LIGHTS

Runway end identification lights (REILs) are planned for the Runway 8L, 8R, and 3 ends. REILs assist pilots in locating the runway end at night and during low visibility conditions.

TAXIWAY DEVELOPMENT

Taxiway development includes the construction of new pavement areas for the ground movement of aircraft. The taxiways include a new parallel taxiway in the center of the Airport, new exit taxiways, and partial parallel taxiways southeast of Runway 3-21.

AIRPORT INFRASTRUCTURE IMPROVEMENTS

The landside improvements focus on developing new roads, buildings, apron areas, and automobile parking areas in order to meet forecast demand. This includes areas that allow for ample runway frontage to serve aircraft demand, as well as for aviation-related commercial/industrial uses. A perimeter service road is included in the airfield plan for the Airport. This roadway is intended to extend the entire airfield operations area and provide a year-round roadway for use by airport maintenance, security, aircraft refueling vehicles, and firefighting vehicles. This enhances airfield safety by allowing airport vehicles to access portions of the Airport without crossing active runways and taxiways.

INTERNAL LAND USE PLANS

The project also includes the development of building standards. These building standards will be applied to future Airport construction and major rehabilitation projects. Focus will be on establishing procedures which allow for the

highest and best use development of the revenue support areas as well as the practical consequences of existing parcelization within development zones.

The building standards consider the current aesthetic standards being applied to the Chino Sphere of Influence, Subarea 2 Plan and City of Ontario Sphere of Influence Plans.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

	Existing Land Use	Zoning/Planned Land Use
North of Site	**Agriculture/Dairy**	**Residential, Industrial**
South of Site	**Agriculture/Dairy**	**Airport Related, Medium High Density Residential**
East of Site	**Agriculture/Dairy**	**Airport Related, Public Facility, Light Industrial**
West of Site	**Public Facility/Industrial**	**Public Facility, Industrial**

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

- **Local construction permits and approvals**
- **Federal Aviation Administration**
- **Fish and Wildlife Service**
- **State Historic Preservation Office**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology /Soils
☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use/ Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities / Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature (prepared by) Date

_____ _____

Signature Date

Bill Ingraham, Airports Director

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
I. AESTHETICS Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	X	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	X	☐

SUBSTANTIATION (check __ if project is located within the viewshed of any Scenic Route listed in the General Plan):

a) According to the general plan for San Bernardino County and the Chino Sphere of Influence: Subarea 2 Draft Environmental Impact Report (Subarea 2 DEIR), the proposed project will have no impact on a scenic vista. The proposed project will occur on land that has been previously disturbed and is currently being utilized for Airport uses. It is not anticipated that this area includes a "unique or unusual feature which comprises an important or dominant portion of the viewshed" nor would the project in and of itself substantially degrade the quality of the site's current scenic properties.

b) According to the general plan for the County and the Subarea 2 DEIR, the proposed project is not located in close proximity to a state scenic highway. The nearest state scenic highway is State Route 71 which is located approximately two miles from Chino Airport.

c) Chino Airport is primarily surrounded by land that is used for agricultural purposes, with the exception of the Chino Institute for Men which is located west of Airport property. According to The Preserve Specific Plan for Subarea 2 and the City of Ontario, Sphere of Influence General Plan, future plans in the area indicate a transition from agriculture land uses to urban uses.

Proposed improvements at Chino Airport are primarily aviation-related with the exception of planned commercial parcels on the eastern and westernmost portions of Airport property (see Exhibit 1). In regards to the planned aviation-related improvements, the visual character and quality of the site will not be degraded as the site is currently used for aviation-related purposes. Future plans for the areas surrounding the Airport have considered the presence of the Airport and planned accordingly. Planned commercial parcels will be developed for aviation-related businesses and the development will likely occur as the rest of the area surrounding the Airport is undertaken, thereby reducing the visual impact.

d) The proposed project will include installation of a Medium Intensity Approach Lighting System with Runway Alignment Identification Lights (MALSR). This lighting system includes lighting for both approach procedures as well as runway end identifier lights. These lights will add minimally to the amount of light emissions coming from the Airport; however, surrounding land use is not densely populated and effects on day or nighttime views is expected to be minimal. Future development plans for the areas surrounding the Airport have taken into consideration the potential impacts of the Airport; therefore, future impacts will be less-than-significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
II. AGRICULTURE RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	X	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	X	☐
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	X	☐

SUBSTANTIATION (check __ if project is located in the Important Farmlands Overlay):

a) The proposed property acquisition of the land contained within the RPZ will include the acquisition of prime farmland. These areas will remain undeveloped through the planning period as described within the Chino Airport Master Plan and depicted on Exhibit 1. The Airport proposes to acquire land which is currently being planned for non-agriculture use as outlined in the Subarea 2 DEIR and The Preserve Specific Plan (Specific Plan). According to the document, the areas proposed for acquisition will be converted to airport related/public facility upon approval of the Specific Plan.

b) Existing zoning for the areas adjacent to the Airport does indicate zones for agricultural use; however, according to the Chino Subarea 2 DEIR, these areas are planned for non-agricultural uses in the future. Coordination with the Department of Conservation indicates that Williamson Act contracts are present in the area. The termination of a Williamson Act contract by acquisition can be accomplished by a public agency, having the power of eminent domain, for a public improvement. It is anticipated that the adoption of The Specific Plan will result in the termination of the Williamson Act contracts. This would occur regardless of whether or not the proposed Airport improvements occur.

c) The existing environment surrounding the Airport is planned for a dramatic change in the years to come. The area to the south and east of Airport property is currently the Chino Dairy Preserve. Current growth trends in the region express a major demand for the development of this area and the City of Chino is preparing a clear and comprehensive guide (The Preserve Specific Plan) for the development of the area. According to this plan, the surrounding areas are planned for uses that are compatible with the proposed projects in the Chino Airport Master Plan.

The projects analyzed within the 1988 EIR included the conversion of approximately 155 acres of Agriculture Preserve area to airport uses within the 1988 EIR. This conversion resulted in a less-than-significant impact. In the current Master Plan, approximately 65 acres of land and a 30-acre easement is proposed to be acquired. This acquisition was not proposed with the 1986 Master Plan and is associated with protecting the runway protection zones to Runways 26L, 8R, 8L, and 3.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	X	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	X	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	X	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	X
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	X

SUBSTANTIATION (discuss conformity with the South Coast Air Quality Management Plan, if applicable):

a) The Airport is an existing facility and has, therefore, been incorporated in the development of the various air quality management plans within the region. As explained within the Chino Airport Master Plan, the Airport will continue to operate in the manner in which it has in the past. The proposed Airport improvements are expected to have no notable affect on the level or quantity of operations that will occur in the future at Chino Airport. The number of operations and the types of aircraft anticipated at the Airport in the future would be essentially the same with or without the proposed improvements. The extension of Runway 8L-26R would allow for more efficient use of the airport's runway system, thereby lessening the amount of taxi, queue, and approach times for aircraft within the traffic system at the Airport.

b) According to SCAQMD's CEQA Air Quality Handbook, projects with daily operational emissions that exceed any of the long-term operational significance thresholds established by the SCAQMD (e.g. CO [550 pounds/day, ROC (75 pounds/day), NOx (100 pounds/day), SOx (150 pounds/day), and PM10 (150 pounds/day]) should be considered significant; however, as discussed above, the proposed improvements at the Airport are anticipated to reduce the aircraft operational times at the Airport, thereby resulting in a potentially beneficial impact on air quality.

An air quality assessment, for the existing and future conditions, was prepared using the FAA and EPA approved Emission Dispersion Modelling System (EDMS), version 4.04. (Attachment C contains an overview of the input materials and summary of the analysis.) Results indicated that SCAQMP Standards are currently, and will in the future be, exceeded by the Airport for CO, ROC, and NOx regardless of whether or not airport improvements are undertaken. As discussed within section III(a), the proposed runway extension will lessen the amount of time aircraft are held either on the ground waiting for takeoff or in the air waiting for permission to land. This decrease will potentially have a beneficial impact in the future as aircraft operating times will likely be decreased, thereby decreasing the amount of pollutants entering the atmosphere.

For comparative purposes, the EDMS was run for two future scenarios. The first future scenario assumed that the Airport improvements, specifically the runway extension, would not be undertaken. It was assumed that the taxi/queue time for aircraft averages 10 minutes per aircraft. This analysis resulted in the following emissions: CO 3,915.664 tons/yr, ROC 119.694 tons/yr, NOx 67.419 tons/yr, Sox 3.937 tons/yr, and PM10 2.286 tons/yr. The second scenario assumed that the Airport improvements would be undertaken and taxi times would therefore be reduced by two minutes (due to the increased efficiency allowed by the runway extension). This analysis resulted in the following emissions: CO 3,841.871 tons/yr, ROX 111.699 tons/yr, NOx 67.148 tons/yr, Sox 3.857 tons/yr, and PM10 2.286 tons/yr. The development of the Airport improvements under this scenario reduced the CO emission by 73.793 tons/yr, ROX emission by 7.995 tons/yr, NOx emission by 0.271 tons/yr, and Sox by 0.08 tons/yr. The PM10 future emissions remain the same regardless of the proposed improvements. Based on the results of this scenario, positive future air quality benefits may be realized with implementation of the proposed improvements.

Construction-related air quality impacts are also anticipated to be less-than-significant with mitigation since project implementation will be phased as demand warrants. Therefore, all of the proposed Airport improvements will not be undertaken at the same time. Exhibit 2 depicts the anticipated schedule for Airport improvements. (It must be noted that a project's inclusion into the Airport Master Plan does not guarantee the project will be undertaken. Projects will be completed as demand warrants and funds become available.)

As indicated on Exhibit 2, earth-moving activities will likely be undertaken during each phase of development, thereby resulting in a potential increase in particulate matter (dust). These impacts will be mitigated with the use of best management practices (BMPs) during construction phases.

Typically, airports undertake one development project at a time (i.e. taxi way reconstruction). Therefore, construction impacts will be localized to a specific area on Airport property which lessens the potential impact and makes potential air quality impacts easier to control.

Mitigation measures that could be implemented at the Airport to further decrease the impact of Airport operations on air quality include: reducing the use of remote auxiliary power units whenever possible, considering the use of alternative fuel vehicles for on-airport use, and encouraging employees at the airport to utilize car pools whenever possible.

A number of mitigation measures could also be incorporated during the construction phase of the various projects including measures to minimize fugitive dust; discontinuing grading activities when winds exceed 30 miles per hour; and balancing cut and fill activities to reduce PM10 emissions associated with loading, transporting, and unloading material.

Air quality analysis included within the 1988 EIR discussed the three primary regional air pollutants [CO, NO_x, and ROC (Reactive Organic Gases)] which combine to form smog in the basin area. In the previous EIR, CO levels were forecasted to reach 2,429 tons/year by 2005 and NO_x was forecasted to reach levels of 67 tons/year by 2005. According to data contained in Attachment C, existing air emissions for CO are approximately 2,502 tons/year and NO_x are approximately 19 tons/year. Therefore, CO levels are slightly greater than what was forecasted in 2005; however, NO_x is lower than what was forecasted in the 1988 EIR. The 1988 EIR resulted in a less-than-significant impact to air quality with mitigation. Mitigation measures contained within the 1988 EIR are similar to what is proposed within this initial study.

c) As discussed in the previous sections, the proposed improvements at the Airport have the potential to decrease air quality impacts when compared to not undertaking the proposed improvements. Therefore, the net increase in pollutants at the Airport would be realized regardless of project implementation and would potentially be lessened upon project implementation.

d) The Airport is located in an area composed of commercial, industrial, and farming activities. No sensitive receptors are located in close proximity at the Airport.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
IV. BIOLOGICAL RESOURCES Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	X	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	X	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	X

SUBSTANTIATION (check if project is located in the Biological Resources Overlay _ or contains habitat for any species listed in the California Natural Diversity Database __):

a) According to the Subarea 2 DEIR, the area proposed to be acquired has been previously disturbed as cultivated fields and there is a low sensitivity for biological resources. It is not anticipated that any species in question will be affected either directly or indirectly by the proposed projects.

Impacts regarding biological resources are similar to those identified in the previous EIR. It was determined in the 1988 EIR that, "natural vegetation at the Airport site has been previously disturbed and replaced by airport development and farmlands...these biological communities has a low capability of supporting wildlife populations".

b) The proposed project will not affect any riparian habitat or other sensitive natural communities. An unnamed minor tributary is located south of the acquisition area and will remain outside of future Airport property boundaries.

c) Information obtained from the previous Environmental Impact Report (EIR) for the Airport indicates that there are no wetlands known to occur in, or immediately adjacent to, the proposed site.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact

d) It is not foreseen that the project will substantially inhibit the movement of native species. Areas within the Airport property boundary are currently developed and future development will occur adjacent to these currently developed areas, resulting in a continuous development as opposed to scatter development. According to the Chino Subarea 2 DEIR, wildlife movement within the developed and agricultural areas is dominated by opportunistic species (fox, opossum) and movement appears to be low as a result of the large population of domestic dogs.

e, f) The County of San Bernardino and the City of Chino do not currently have a habitat preservation plan or a natural community conservation plan for the study area.

V. CULTURAL RESOURCES Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	X	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	X	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	X
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	X

SUBSTANTIATION (check if the project is located in the Cultural _ or Paleontologic _ Resources overlays or cite results of cultural resource review):

a) Contact with the local California Historical Resources Information System (CHRIS) office indicated the presence of historic structures on Airport property. The Cal-Aero Flight Academy was developed in 1940, and until 1945, the Academy trained air pilots and built runways, hangars, and tiedowns for the school. The proposed project at Chino Airport does not involve the razing of these buildings. Any construction undertaken near the buildings will be conducted with extreme caution as not to disturb these buildings.

b) Previous surveys on Airport property have not recorded any archaeological resources. The 1988 EIR prepared for the County in 1988 found no evidence of prehistoric use of the area nor were any buried remains detected during a surface reconnaissance. A cultural resources survey conducted during the preparation of the Subarea 2 DEIR states that the areas surrounding the Airport have a very low sensitivity for prehistoric and historic resources. Furthermore, of the archaeological resources that were found in the area, all but one were located adjacent to permanent watercourses.

As required by the State Historic Preservation Officer (SHPO), if archaeological resources are discovered during construction of the proposed improvements, construction will be halted and an on-site inspection by a qualified archaeologist will be performed.

c,d) The Airport is not contained within the Cultural or Paleontological Resource Overlay. There are no known paleontological sites within the study area nor is there any known human remains or formal cemeteries within the proposed project area.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
VI. GEOLOGY AND SOILS Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	X
I) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	X
ii) Strong seismic ground shaking?	☐	☐	☐	X
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	X
iv) Landslides?	☐	☐	☐	X
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	X	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	X
d) Be located on expansive soil, as defined in Table 18 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	X

SUBSTANTIATION (check __ if project is located in the Geologic Hazards Overlay District):

a) According to the Geologic Hazards Overlay District, the Airport is not located within a geologic hazard area. The San Bernardino County General Plan defines a geologic hazard area as an area including: seismic activity (earthquake-induced phenomena such as fault rupture, ground shaking, liquefaction, seismically generated subsidence, seiche, and dam inundation), landslide/mudslide (or mudflow), non-seismic subsidence, erosion, and volcanic activity.

b) The areas proposed for development consist primarily of Chino silt loam (Cb). This soil type is nearly level and runoff is slow or very slow. The hazard of erosion is slight. The southeast portion of Airport property, along Grove Avenue, consists of Chaular clay loam 2 to 9 percent slope (CkC), Chaular clay loam 9 to 15 percent slope (CkD), and Grangeville fine sandy loam (Gr). CkC is a moderately sloping soil with a runoff rate which is slow to medium; the hazard of erosion is slight-to-moderate if the soil is left exposed. CkD is a strongly sloping soil with a medium runoff rate with an erosion hazard of moderate-to-high. Gr is a nearly level soil with a slow runoff rate with a slight hazard of erosion.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact

The majority of the area planned for development consists of Cb soils; therefore, soil erosion impacts are anticipated to be less-than-significant.

Impacts are identical to those identified within the 1988 EIR. It was found that impacts on earth resources would not result from proposed projects, as underlying soils are considered stable for project construction, the site is not underlain by any known faults, and liquefaction and tsunamis potential is low.

d, e) According to the Natural Resource Conservation Service, the soils are not considered expansive and are capable of supporting septic tanks and waste water disposal systems.

VII. HAZARD AND HAZARDOUS MATERIALS

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	X	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	X	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	X	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	X

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact

SUBSTANTIATION:

a, b) The proposed project involves uses which provide fuel and maintenance services. For the most part, an incident such as fire, equipment failure, or an accident which would ignite the stored fuel are regarded as catastrophic events that are possible, although their probability of occurring at any giving time or geographic point is remote and cannot be directly anticipated. Regulations regarding the design and operation of fuel facilities and the use of hazardous materials exist on the federal, state, county, and local levels.

Impacts are considered to be significantly less than those outlined in the 1988 EIR as a new fuel farm was evaluated in the 1988 EIR. As discussed in the 1988 EIR, projects which include the handling and/or storage of hazardous substances require special permitting and business plans. The proposed projects included in the Master Plan do not include new fuel or other hazardous material storage facilities.

c) Coordination received from the Department of Transportation has identified a proposed school within a quarter-mile of Airport property. The proposed school site is located 675 feet south of Kimball Avenue. Fuel facilities existing on the Airport are located on the north-central portion of airport property near Merrill Avenue. The location of the fuel facility is at a distance greater than one-quarter mile from the proposed school site; therefore, impacts are considered to be less-than-significant. Changes to the existing fuel facility are not proposed within the Master Plan.

d) The project is not on a site which is located on a list of hazardous materials sites according to Government Code Section 65962.5.

e) The proposed project is located on an existing site used for aviation purposes. Proposed improvements at Chino Airport would not increase any safety hazards for individuals working at or within the vicinity of the Airport.

f) The project is not located within the vicinity of a private airstrip.

g) The San Bernardino County General Plan addresses evacuation routes with the objective of ensuring accessibility to areas should a natural disaster occur. It is outlined in the plan that all major highways will serve as potential evacuation routes should a disaster occur. It is not foreseeable that the improvements proposed at Chino Airport will have an affect on the County Emergency Management Plan.

h) The facility improvements for Chino Airport, in and of themselves, will not expose people or structures to an increased chance of wildfires. The surrounding area is not considered to be wildlands.

VIII. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	X	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	X	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	X	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	X	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	X
I) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	X
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	X

SUBSTANTIATION:

a) The Airport is currently in compliance with state and federal water quality standards and has obtained necessary permits for the operation of the airport. These permits will be modified as necessary to reflect proposed development.

b) The Airport is not located within a groundwater recharge area and the proposed development will not require an increase in use of groundwater resources.

c, d, e) Development, as outlined within the Chino Airport Master Plan and depicted on Exhibit 1, will include new pavement as well as the removal of existing pavement. The capital improvement program for the Airport includes plans for improvements to support the increase of wastewater and runoff associated with future improvements at the Airport. Stormwater drainage at the Airport is accomplished through the channeling of surface runoff into pipes or culverts which lead to regional basins and flood control areas. Proposed structures at Chino Airport will be using these same systems; in the event that the drainage system exceeds capacity, proper water detention basins and other control methods will be installed.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact

f) Any required drainage improvements will ensure adequate on-site and downstream storm protection. Acquisition of proper permits at the federal, state, and local levels will ensure the protection of water quality both during construction and operation of the proposed improvements.

Current development projects will result in a similar increase in impervious surfaces than was evaluated within the 1988 EIR. The storm drain improvements proposed within the 1988 Master Plan have been carried forward to the current Master Plan. Evaluation of these improvements within the 1988 EIR resulted in a less-than-significant impact on water quality.

g, h) The projects proposed by the Master Plan do not include the construction of housing, nor is housing currently located on Airport property. According to the National Flood Insurance Program Flood Insurance Rate Map, portions of the Airport are included in Zone D (areas in which flood hazards are undetermined). Correspondence received from the San Bernardino County Director of Airports indicates that the Airport is not in the 100-year floodplain.

i) The proposed Airport improvements do not include the construction of a levee or dam. Additionally, the development of the proposed Airport improvements will not impact any dams or levees in the Chino area.

j) The Airport's inland location precludes seiche or tsunami hazards. Mudflows are not a hazard due to the geography of the area.

IX. LAND USE AND PLANNING Would the project:

a) Physically divide an established community?	☐	☐	☐	X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X

SUBSTANTIATION:

a) The project will not divide an already established community as the proposed property acquisition and easement are located in areas that are primarily agricultural in use.

b) The proposed project is in compliance with current land use plans. According to The Preserve Master Plan, land use to the west of the Airport is planned as an urban reserve. Land use south and east of the Airport is planned for general industrial use and medium/high-medium density residential; land immediately adjacent to the Airport, to the south and east, is specifically designated for airport-related uses. The City of Ontario Sphere of Influence Land Use Plan designates low density residential and industrial/business park to the north.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact

Proposed projects continue to be consistent with local and county plans and policies and are similar to projects outlined within the 1988 EIR. No impacts are anticipated.

c) The County and City currently do not have habitat conservation plans or natural community conservation plans.

X. MINERAL RESOURCES Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	X

SUBSTANTIATION (check X if project is located within the Mineral Resource Zone Overlay):

a, b) Mineral resources in the area are classified as MRZ-3, according to the County's Mineral Resource Overlay Zone. MRZ-3 surrounds the Airport except on the south side where aggregate materials are found. MRZ-3 is an area containing known or inferred mineral occurrences of undetermined mineral resource significance. Aggregate classification is given to areas where materials such as sand, gravel, or other materials used for construction purposes are found. MRZ-3 is not considered to be a valuable resource as it is classified as undetermined; however, further exploration work could result in the reclassification of MRZ-3 land to another category.

XI. NOISE Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	X	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	X	☐

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	X	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X

SUBSTANTIATION (check if the project is located in the Noise Hazard Overlay District __X__ or is subject to severe noise levels according to the General Plan Noise Element __):

a, e) The San Bernardino County General Plan, places the level of significance for residential noise at 60 CNEL (Community Noise Equivalent Level); institutional noise level standards are 65 CNEL. The existing 60 CNEL noise contours encompasses agricultural uses as well as a portion of the Chino Institute for Men. These land uses are considered compatible within the 60 CNEL noise contour. Only airport-related facilities are contained within the 65 CNEL noise contour. Existing noise contours are depicted on Exhibit D1

Noise contours prepared for the Chino Airport Master Plan indicate that one residence is contained within the future 60 CNEL noise contour as depicted on Exhibit D2. It should be noted however, that this residence was included in the 1986 Master Plan 65 CNEL noise contour and was analyzed within the 1988 EIR. Attachment D contains the existing and future noise contours developed in October, 2002 for the Chino Airport Draft Master Plan.

An increase in noise will be experienced during the construction phases of project implementation. This can include earth-moving machinery and grading equipment. Construction noise will be temporary and will be controlled to daytime hours in order to decrease levels of impact.

Existing and future noise contours are significantly smaller than those forecasted within the 1988 EIR. The 60 CNEL contour is not depicted on noise contour maps from 1988; however, the 65 CNEL contour forecasted for 2005 extends well beyond the 2001 existing 65 CNEL noise contour. Within the 1988 EIR, mitigation was required due to the presence of noise sensitive development within the 65 CNEL noise contour. As stated above, there is one future impact to a residence within the 60 CNEL; however, this will not result in any new impacts to noise sensitive developments as this impact was analyzed within the 1988 EIR.

b) Persons exposed to groundborne vibration or groundborne noise levels are associated with the operation of the Airport and proper safety measures have been implemented at the Airport to ensure a safe working environment.

c) Forecasts calculated in the Chino Airport 2002 Master Plan indicates that future operational levels will be the same regardless of the proposed improvements. Therefore, future noise levels will primarily be the same with or without the proposed improvements. When compared to the forecasts within the 1988 EIR, the types of aircraft planned to use the Airport in the future are a great deal quieter than what was previously modeled. This change in fleet-mix at the Airport is reflected in the smaller noise contours depicted on Exhibits D1 and D2 in Attachment D.

d) Temporary increases in ambient noise levels of the project area will be realized during the construction of the various project components. As discussed within Section III(b), and depicted on Exhibit 2, the proposed improvements will be constructed in phases over the long term master planning horizon. The improvements will not all be constructed at once. Noise impacts resulting from construction will typically be localized to the section of the Airport that is being improved.

Ambient noise levels will increase during the construction phases of the various project components; however,

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact

construction will typically occur during daytime hours and will be localized to Airport property.

f) The project is not located within the vicinity of a private airstrip.

XII. POPULATION AND HOUSING Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X

SUBSTANTIATION:

a) The proposed projects at Chino Airport will not cause a substantial population growth either directly or indirectly. The projects involve the improvement of existing Airport facilities to meet the current demand at the Airport and prepare for future needs at the Airport as outlined within the Chino Airport Master Plan. These improvement projects, in and of themselves, will not stimulate local population growth.

b, c) The proposed projects do not include the purchase of residences nor will they necessitate the construction of housing elsewhere.

XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	X
Police protection?	☐	☐	☐	X
Schools?	☐	☐	☐	X
Parks?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
Other public facilities?	☐	☐	☐	X

SUBSTANTIATION:

a) The proposed project will not result in the demand for new or physically-altered police protection, schools, parks, or other public facilities. As a result of the development planned for the Airport, as well as the surrounding community, the Chino Valley Fire District plans to expand service which will include a facility at the Airport. This facility will meet the increasing need for protection at the Airport as well as within the planned community.

XIV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	X

SUBSTANTIATION:

a, b) The projects contained within the Airport Master Plan will not increase the use of existing parks or other recreational facilities nor will it require the construction or expansion of recreational facilities.

XV. TRANSPORTATION/TRAFFIC Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	X	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	X	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
e) Result in inadequate emergency access?	☐	☐	☐	X
f) Result in inadequate parking capacity?	☐	☐	☐	X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	X

SUBSTANTIATION:

a) The proposed project includes the construction of hangar facilities in the southern and western portion of Airport property. These hangar facilities are planned for the intermediate and long term planning horizons and will include extended auto parking and access. However, the increase in traffic load is not expected to be substantial as the Airport currently lacks adequate parking facilities for Airport users. Within Subarea 2 DEIR, both Kimbell Avenue and Merrill Avenue are planned to be improved to accommodate for future growth of the area. Activity at the Airport was considered during the development of these plans.

Projects analyzed within the 1988 EIR included the construction of new access and circulation roads as well as improvement projects for existing roads surrounding the Airport. These projects have been undertaken; therefore, current projects will benefit from these improvements. The 1988 EIR resulted in a less-than-significant finding for traffic impacts.

A temporary increase in traffic, consisting of construction vehicles, will occur during the various project implementation phases. This impact is not anticipated to be substantial nor is it expected to overload the capacity of the street system.

b) To evaluate the efficiency of traffic operations on roadways, Level of Service (LOS) increments have been designated for the area. The City of Chino has established a LOS D for all roads and intersections. Within the Subarea 2 DEIR, an intersection analysis was conducted for the four roads adjacent to the airport (Euclid Avenue, Kimball Avenue, Merrill Avenue, and Grove Avenue). The intersections at Euclid Avenue and Kimball Avenue, as well as the intersections at Euclid Avenue and Merrill Avenue, have a LOS of B. Kimball Avenue and Grove Avenue intersection as well as Merrill Avenue and Grove Avenue have a LOS of A.

As described within the Subarea 2 DEIR, LOS decrease with implementation of projects outlined within the Preserve Master Plan. However, the LOS forecasted for the year 2010 with implementation of project improvements continues to operate at, or better than, the acceptable LOS D. Grove Avenue and Kimball Avenue, as well as Euclid Avenue and Kimball Avenue, will decrease to LOS C, and Grove Avenue and Merrill Avenue will decrease to LOS B. Euclid Avenue and Merrill Avenue will continue to operate at LOS B.

Airport improvements proposed within the Chino Airport Master Plan are not anticipated to have a significant impact on the LOS of the surrounding roads and intersections. Future plans for the development of the surrounding areas include the improvement of affected roads in order to tolerate the increase of traffic resulting from the planned development of the entire area. Activity at the Airport was considered during the development of these plans.

c) Air traffic patterns at Chino Airport will not be affected. The proposed projects, in and of themselves, will not cause an increase in air traffic levels nor result in a substantial safety risk.

d) The projects, with the exception of land acquisition and easements, will occur entirely on Airport property and are not anticipated to create a hazard due to design features nor will they introduce an incompatible use to the area. Proposed roads and parking areas developed on the Airport for access to the proposed landside facilities will be constructed according to current road safety standards and are not anticipated to result in hazards or incompatible use.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact

e) Facility improvements at Chino Airport will not impede upon emergency access routes nor cause inadequacy in future emergency access.

f) The development of new parking facilities is included in the Master Plan to meet future parking demands at the Airport.

g) Alternative transportation will not be affected as a result of these improvements.

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	X	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	X	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	X	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	X	☐
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	X	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	X

SUBSTANTIATION:

a) Wastewater disposal at Chino Airport is provided by the City of Chino. The proposed improvements will increase wastewater treatment requirements by a deminimus amount.

b) The construction of a new wastewater facility as a result of these improvements will not be necessary; however, expansion of current Airport facilities to the project development areas will be needed. The amount of wastewater will not be significantly increased as a result of the proposed projects.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact

c) As a part of the current capital improvement plan at the Airport, the necessary improvements are underway to support the increase of wastewater and runoff associated with future improvements to the airport.

d) The City of Chino provides the Airport with imported water supplied by Inland Empire Utilities Agency (IEUA). Future developments at Chino Airport will need to include expanded water lines to the project development areas. As the development of surrounding areas occur, expanded facilities will need to concur. Demand for potable water will not significantly increase.

e) These improvements are not anticipated to cause significant environmental impacts. Proposed improvements are not forecasted to increase the number of operations conducted at the Airport. The capacity of wastewater treatment demand for the Airport is the same regardless of the proposed improvements.

f) Solid waste is not expected to increase significantly as a result of the proposed projects.

g) The Chino Airport will continue compliance with federal, state, and local statutes and regulations.

VII. MANDATORY FINDINGS OF SIGNIFICANCE—

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population ot drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	X	☐	☐
Does the project have environmental effects which will cause Substantial adverse effects on human beings, either directly Or indirectly?	☐	☐	☐	X

SUBSTANTIATION:

a) No federal or state threatened or endangered species, nor species of special concern have been identified as occurring on Airport property, nor is any unique habitat present at the Airport. As the Airport currently exists and the proposed improvements are adjacent to the built area, no change to the range of any rare or endangered species is expected with implementation of the proposed project elements. Although some buildings have been identified by the local CHRIS office as historical, the proposed improvements do not include any alterations to these buildings.

b) Implementation of the proposed improvements will result in a decrease in air emissions when compared to the no action alternative; however, these emissions will remain outside the region's thresholds. Implementation of the proposed projects, in conjunction with quieter aircraft, will result in a decrease in future noise contours. Finally, the increase in vehicle trips is not expected to result in the decline of the Level of Service of any intersection within the study area; however, it may result in a cumulative impact when added to traffic generated by other projects in the area.

For the most part, projects contained within the current Master Plan are similar to those evaluated within the 1988 EIR, with the exception of the runway extension.

c) No environmental effects have been identified which will cause substantial adverse effects on human beings. The Airport does and will continue to operate in compliance with all federal, state, regional, and local environmental requirements.

XVIII. MITIGATION MEASURES

(Any mitigation measures which are not 'self-monitoring' shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval)

Air Quality: Mitigation measures that will be implemented at the Airport to further decrease the impact of Airport operations on air quality include: reducing the use of remote auxiliary power units whenever possible, considering the use of alternative fuel vehicles for on-airport use, and encouraging employees at the airport to utilize car pools whenever possible.

A number of mitigation measures could also be incorporated during the construction phase of the various projects including measures to minimize fugitive dust, discontinuing grading activities when winds exceed 30 miles per hour, balancing cut and fill activities to reduce PM10 emissions associated with loading, transporting, and unloading material.

Water Quality: Mitigation measures that will be implemented at the Airport include plans for improvements to support the increase of wastewater and runoff associated with future improvements at the Airport. Storm water drainage at the airport is accomplished through the channeling of surface runoff into pipes or culverts which lead to regional basins and flood control areas. Proposed structures at Chino Airport will be using these same systems. In the event that the drainage system exceeds capacity, proper water detention basins and other control methods will be installed.

As the Airport obtains the necessary local permits for the proposed development, additional mitigation measures may be required. These measures will be determined on a project-by-project basis and incorporated as necessary.

]

REFERENCES (List author or agency, date, title)

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California Department of Water Resources, Bulletin #118 (Critical Regional Aquifers), 1975.

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County of San Bernardino General Plan, adopted 1989, revised 1998

County of San Bernardino Hazard Overlay Maps; Important Farmlands Overlay, Biologic Resources Overlay, Geologic Hazards Overlay, Mineral Resource Overlay, Noise Hazard Overlay

County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998

County Road Planning and Design Standards

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map

Mojave Desert Air Quality Management District, Mojave Desert Planning Area – Federal Particulate Matter (PM10) Attainment Plan, July 1995

Mojave Desert Air Quality Management District, Rule 403.2: Fugitive Dust Control Planning Area, July 1996

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Michael Brandman Associates for the City of Chino, Chino Subarea 2 the Preserve Master Plan Draft Environmental Impact Report, September, 2001

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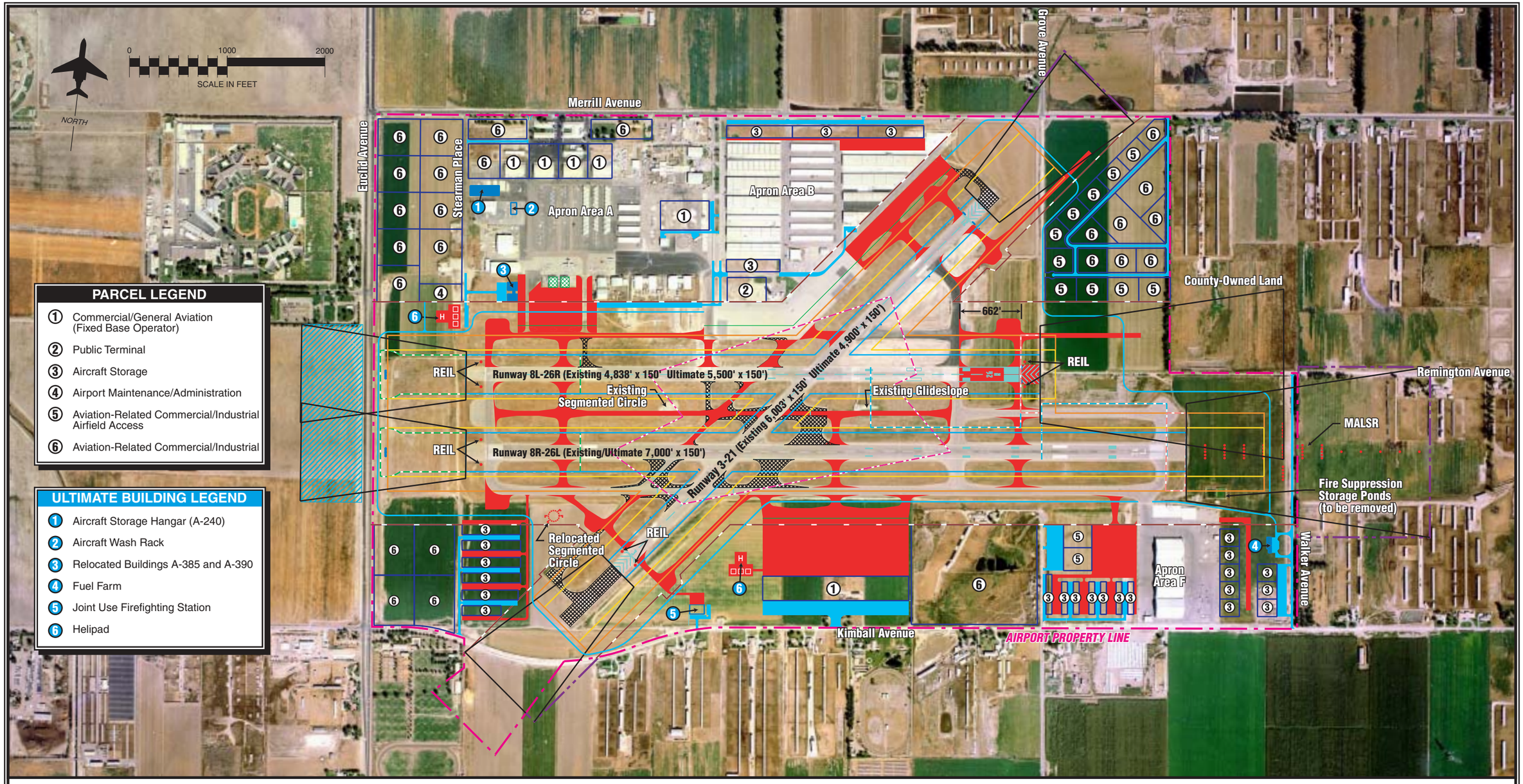


PARCEL LEGEND

1. Commercial/General Aviation (Fixed Base Operator)
2. Public Terminal
3. Aircraft Storage
4. Airport Maintenance/Administration
5. Aviation-Related Commercial/Industrial Airfield Access
6. Aviation-Related Commercial/Industrial

ULTIMATE BUILDING LEGEND

1. Aircraft Storage Hangar (A-240)
2. Aircraft Wash Rack
3. Relocated Buildings A-385 and A-390
4. Fuel Farm
5. Joint Use Firefighting Station
6. Helipad

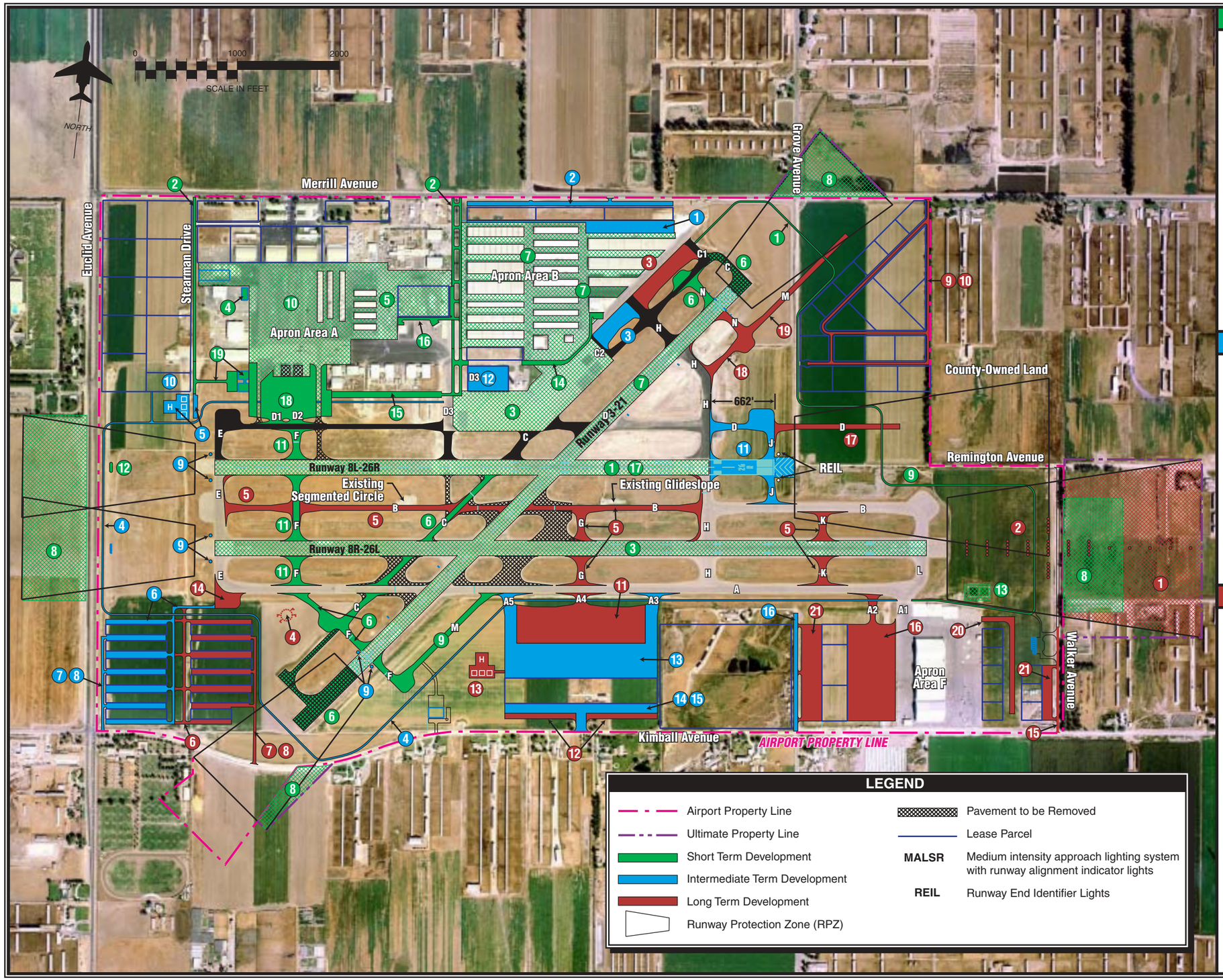
LEGEND

- Airport Property Line
- Ultimate Property Line
- Object Free Area (OFA)
- Runway Safety Area (RSA)
- Obstacle Free Zone (OFZ)
- Building Restriction Line (BRL)
- Localizer Critical Area
- Precision Object Free Area
- Glideslope Critical Area
- Runway Visibility Zone
- Runway Protection Zone (RPZ)
- Ultimate Airfield Pavement
- Ultimate Roads/Parking
- Pavement to be Removed
- Building to be Removed
- Aircraft Parking Limit
- Lease Parcel
- Ultimate Avigation Easement
- **MALSR** — Medium intensity approach lighting system with runway alignment indicator lights
- **REIL** — Runway End Identifier Lights

CHINO AIRPORT

Exhibit 1
MASTER PLAN CONCEPT

00MP16-2-7/11/03



SHORT TERM PLANNING HORIZON

1. Reconstruct Runway 8L-26R / Construct Perimeter Service Road - Phase I
2. Reconstruct Cal Aero Drive and Stearman Drive
3. Pavement Preservation Itinerant Ramp, Runway 8R-26L, and Taxiways
4. Construct Wash Rack
5. Reconstruct Northwest Apron
6. Reconstruct Taxiway C from Runway 8L-26R to Runway 3 end/ Relocate Runway 3 and 21 Ends/Construct New Taxiways
7. Pavement Preservation Runway 3-21, Taxilanes North of ATCT
8. Acquire Avigation Easements and Property Fee Simple to Protect RPZs
9. Construct Taxiway M South of Runway 8R-26L / Construct Perimeter Service Road - Phase II
10. Reconstruct Northwest Taxilanes and Itinerant Apron
11. Construct Taxiway F
12. Relocate Localizer Outside Runway 8L-26R Runway Safety Area
13. Remove Fire Storage Ponds
14. Construct Public Access Road To Building B-350
15. Construct Public Access Road To Building A-485
16. Construct Public Access Road To Building A-545
17. Pavement Preservation Runway 8L-26R and Taxiways
18. Relocate Taxiways A and AA / Expand Apron
19. Relocate Buildings A-385 and A-390 / Construct Access and Parking

INTERMEDIATE TERM PLANNING HORIZON

1. Expand Apron Area B North
2. Construct North Hangar Parcel Parking and Access
3. Expand Apron Area B East -Phase I
4. Construct Perimeter Service Road - Phase III
5. Construct North Helipad and Automobile Parking
6. Construct Southwest Hangar Taxilanes - Phase I
7. Extend Utilities to Southwest Hangars - Phase I
8. Construct Southwest Hangar Automobile Parking and Access - Phase I
9. Install REILs Runways 8R, 8L, 3
10. Construct Airport Maintenance/Administration Facility
11. Extend Runway 26R and Taxiway D 642 Feet East
12. Construct Public Terminal Building
13. Construct South Apron - Phase I
14. Extend Utilities to South Apron
15. Construct South Apron Automobile Parking and Access - Phase I
16. Rehabilitate Grove Avenue

LONG TERM PLANNING HORIZON

1. Fee Simple Acquisition of Runway 26L RPZ
2. Install MALSR
3. Expand B Apron -Phase II
4. Relocate Segmented Circle/Lighted Wind Cone
5. Construct Center Parallel Taxiway and Exit Taxiways
6. Construct Southwest Hangar Taxilanes - Phase II
7. Construct Southwest Hangar Auto Parking and Access - Phase II
8. Extend Utilities to Southwest Hangars - Phase II
9. Construct Northeast Public Roadways
10. Extend Utilities to Northeast Parcels
11. Construct South Apron - Phase II
12. Construct South Apron Auto Parking and Access - Phase II
13. Construct South Helipad
14. Construct Holding Apron South of Runway 8R
15. Construct Portion of Walker Avenue - Extend Utilities
16. Construct Southeast Apron
17. Extend Taxiway D East
18. Construct Northern Portion of Taxiway M
19. Extend Taxiway M Northeast
20. Construct Southeast Taxilane
21. Construct Southeast Apron Parking and Access

LEGEND

- Airport Property Line
- Ultimate Property Line
- Short Term Development
- Intermediate Term Development
- Long Term Development
- Runway Protection Zone (RPZ)
- Pavement to be Removed
- Lease Parcel
- **MALSR** — Medium intensity approach lighting system with runway alignment indicator lights
- **REIL** — Runway End Identifier Lights

CHINO AIRPORT

Exhibit 2
DEVELOPMENT STAGING